Transforming Rail Access to Heathrow Airport

An innovative, privately financed new railway expanding train connections across London and southern England

AIRPORT ACCESS
Fast, easy and convenient access to and from Heathrow Airport for travellers and staff

CONGESTION BUSTING
Removes motorway and local road traffic whilst reducing rail overcrowding

CONNECTIVITY
A new route between Surrey, Old Oak Common and London for commuters

VALUE
Exceptional value for money, at no cost to taxpayers, aiming to open between 2025 and 2027

THE ENVIRONMENT
Contributes to improving air quality as a result of transfer of 3 million road journeys per year to rail

COMMUNITY FRIENDLY
Construction has minimal impact whilst creating new opportunities for employment and skills
With the proposed third runway at Heathrow having secured support in a parliamentary vote, there is a growing expectation of a substantial increase in flights and passenger numbers. This will make improving the proportion of surface access journeys made by train an even more urgent priority. The Government has made Heathrow expansion conditional upon an increase in the proportion of passengers using public transport to reach the airport from 39% today to 50% by 2030 and 55% by 2040, whilst Heathrow Airport Ltd have committed to ensure landside airport related road traffic is no greater than today.

Although rail connections from the Airport to central London are good – with Heathrow Express, the Piccadilly Line and, from 2019, the Elizabeth Line – rail services from the south are non-existent. We aim to change all that. Our scheme would serve the following major markets:

- Fast, direct and frequent rail access to Heathrow from the important airport catchment areas of Surrey and Hampshire, currently not served by rail.
- Operation of a frequent service from Heathrow to Waterloo, with direct trains serving Staines-upon-Thames, Richmond, Hounslow and Putney, giving major connectional opportunities to south London, Sussex and Kent through Clapham Junction and Waterloo East.
- Direct trains to Paddington from Surrey and Hampshire via Heathrow, creating an alternative London terminal to Waterloo and with the Elizabeth Line providing excellent connections to the West End, the City and Docklands.
- Direct trains from Surrey and Hampshire to Old Oak Common, providing a ‘one stop’ connection to High Speed 2 and access to the proposed major development site, supporting plans to create 23,500 new homes and 65,000 new jobs.
- Continuation of a fast Heathrow – Paddington service offering similar journey times to the current Heathrow Express.
- Heathrow Southern Railway also provides crowding relief to the South Western main line and the London Underground network at Waterloo for onward journeys.

**Proposed route**

Our proposed route starts at the west end of Heathrow’s Terminal 5 station, and is intended to run mainly in tunnel to minimise environmental impact. It rises to the surface to connect to the existing railway near Staines and near Chertsey or Virginia Water.

**Map Key**

<table>
<thead>
<tr>
<th>Heathrow Southern Railway Proposed Rail Infrastructure</th>
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<tr>
<td>Heathrow Southern Railway Proposed Rail Infrastructure - Option 3</td>
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<tr>
<td>Heathrow Southern Railway Proposed Rail Infrastructure - Option 8</td>
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<tr>
<td>Existing Rail Infrastructure</td>
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<tr>
<td>Metropolitan Line</td>
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<tr>
<td>Western Rail Link to Heathrow Proposed Rail Infrastructure</td>
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</tbody>
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**Funding**

A new company – Heathrow Southern Railway Ltd (HSRL) – will build and own the infrastructure, the capital cost of which is estimated to be between £1.3billion and £1.6billion, depending on which route option is chosen. The scheme will be privately financed and will be licensed by the Office of Rail and Road (ORR). HSRL will be at risk for the costs of development, construction and availability of the new railway, in return for contractual commitments from the Department for Transport to underwrite a defined quantum of train paths. The Train Operating Companies which will provide passenger rail services over the new infrastructure will pay access charges to HSRL, the framework for which will be regulated by the ORR. The Train Operating Companies will retain revenue risk, and our business case does not rely on premium fares being charged.

Our forecasting shows that the new to rail revenues which arise from the new services to / via Heathrow will be sufficient to cover the operating costs and access charges of the new railway, meaning that the scheme in operation once mature is not expected to require subsidy from taxpayers.

“The DfT’s call for private companies to come forward with ideas to deliver a new southern rail link to Heathrow is a great step forward in transforming rail connectivity to Heathrow and providing our passengers and colleagues – particularly those living to the south and west of the airport with... more reliable, sustainable and accessible choices for travel helping us take cars off the road and improving local air quality for our neighbours.”

Heathrow Airport Limited
Graham Cross, Chief Executive of Heathrow Southern Railway Limited (HSRL), writes: “The pace of development is accelerating since the invitation from Transport Secretary Chris Grayling on 20 March 2018 for private sector investment proposals for southern rail access to Heathrow.”

Mr Grayling stated that southern access to Heathrow is one of the first projects for which the UK Government is seeking market led proposals for improving the main line rail network in Great Britain. On 8 May 2018, the Government took the next step by issuing a Prior Information Notice seeking to develop market-led proposals for a new rail link connecting Heathrow Airport from the south with Waterloo and Surrey/Hampshire.

HSRL made a major contribution to the Government’s Market Sounding exercise over the summer of 2018 and is looking forward to submitting its proposal to the Department for Transport, with a view to becoming the exclusive developer of a Southern Rail Link to Heathrow.

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HSRL’s position was encapsulated as follows by our Chair, Baroness Jo Valentine: ‘We welcome the Transport Secretary’s invitation and stand ready to fulfi this once in a generation opportunity to open up Heathrow to train services from London and the south of England whilst also transforming connectivity across the whole region. We want to put many more communities within easy reach of the UK’s only hub airport by train, enabling them to reap economic benefi whilst at the same time reducing road congestion and improving air quality.’

HSRL’s scheme for southern rail access to Heathrow is well developed, and the extensive technical and financial work carried out by AECOM and the rest of our expert team confi rms it is viable, deliverable and affordable. Provided good momentum is maintained we expect the new rail link will be open to passengers between 2025 and 2027.

Projected Rail Journey Times enabled by Heathrow Southern Railway

<table>
<thead>
<tr>
<th></th>
<th>Minutes (direct trains in bold)</th>
<th>Staines</th>
<th>Richmond (via Option 3)</th>
<th>Guildford (via Option 3)</th>
<th>Basingstoke (via Option 3)</th>
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</thead>
<tbody>
<tr>
<td>Heathrow Terminal 5</td>
<td>6</td>
<td>26</td>
<td>16</td>
<td>26</td>
<td>40</td>
</tr>
<tr>
<td>Heathrow Terminals 2 &amp; 3</td>
<td>15</td>
<td>35</td>
<td>20</td>
<td>30</td>
<td>44</td>
</tr>
<tr>
<td>Old Oak Common for HS2 and Elizabeth Line</td>
<td>29</td>
<td>34</td>
<td>44</td>
<td>58</td>
<td></td>
</tr>
<tr>
<td>London Paddington</td>
<td>34</td>
<td></td>
<td>39</td>
<td>49</td>
<td>63</td>
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Basingstoke/Guildford – Woking – Heathrow – Paddington
Trains would operate every half hour from Basingstoke, Farnborough, and Guildford, and every 15 minutes from Woking, to Heathrow, with journey times faster than road. Heathrow Southern Railway is more than just an airport rail link as after Heathrow these trains would continue to Old Oak Common and Paddington creating new connections to HS2 and the Elizabeth Line.

Heathrow – Staines - Clapham Junction - Waterloo
Services would be fully integrated with the South Western network via Staines-upon-Thames, creating four high capacity, direct trains per hour between London Waterloo and Heathrow, half via Richmond and half via Hounslow. The addition of a bay platform would potentially allow the extension of Elizabeth Line services from Heathrow Terminal 5 to Staines-upon-Thames.
We’re striving to meet all stakeholders to describe the HSRL scheme and understand how we can work together to share the benefits with communities and businesses

If you already see the advantages, please consider providing us with an endorsement similar to those below

“Hampshire County Council remains very keen to support any feasible southern rail access scheme that can provide our residents with fast, direct rail services to Heathrow and ideally also improve wider connectivity, including a direct link to HS2. With this mind we will seek to work with our neighbouring authorities and through Transport for the South East to keep up the pressure.”

Hampshire County Council

“Enterprise M3 LEP fully support any rail schemes that would provide a step change in airport surface access quality at Heathrow. Hence a Southern Rail Access to Heathrow which would improve access to the south-west into Surrey, is supported by the LEP. We believe that such a scheme has the potential to support the delivery of homes as well as bring new jobs and facilities to boost the local economy.....We acknowledge there are a number of possible options being promoted by various interested parties....but the LEP is particularly supportive of those where the impact goes beyond local access to the airport. The scheme could clearly make a significant contribution towards economic growth if from the outset it opens up new travel opportunities by rail that are currently not possible.”

Enterprise M3 Local Enterprise Partnership

“Efficient and affordable surface access is vital to the successful operation of any airport, and is particularly relevant at Heathrow with the prospect of expansion looming. However, rail connectivity to airports in the UK has often been through spur developments that do not integrate adequately with existing networks and are costly to airlines and passengers. Airlines have their own fleets and infrastructure to invest in and are reluctant to support surface access schemes where an excessive or disproportionate cost falls to airport users through airport charges collected in the airfare. Airlines therefore support improved surface connectivity with through running train services that provide far greater benefits and spread the cost over more passengers on a user pays basis. The Board of Airline Representatives in the UK – the industry association for airlines operating to the UK – therefore welcomes the scheme promoted by Heathrow Southern Railway Ltd as an innovative privately funded solution to the Government’s call for new rail investment.”

Dale Keller – Chief Executive, BAR UK

“The lack of transport links [to Heathrow] results in large numbers of people still coming in not by public transport but by car......That's not just passengers - it's the huge workforce......What I’m interested in is just the potential that there is for a solution to that problem and I think this could be the solution.”

Jonathan Lord MP (Conservative, Woking)

“One thing that everybody agrees on is that investing in our railway, making it easier to get to our key hub airport is really valuable......It will help to tackle some of the issues around air quality and, as the Transport Select Committee concluded, this is something that's desirable with a two runway airport – it will probably be absolutely essential with a three runway airport.”

Lilian Greenwood MP (Labour, Nottingham South and Chair of the House of Commons Transport Committee)

“...your central case has assumed trains running from Basingstoke and Guildford, via Woking, to Heathrow Airport and Paddington with a call at Old Oak Common, on paths operated by Heathrow Express. As regeneration agency for the Old Oak Common and Park Royal Opportunity Area, the opportunity to boost rail accessibility further is something of interest to us......If HSR can be brought in via the GWML platforms......this could cement Old Oak and Park Royal’s position as the most connected location and station on the UK’s rail network. Notwithstanding our future detailed consideration of your preferred route options, I am happy to offer OPDC’s in-principle support for HSR...”

Old Oak Common & Park Royal Development Co.

“I am extremely supportive of schemes like this which improve the public sector infrastructure and take people out of their cars. To me this is a totally laudable scheme.”

Baroness Jenny Randerson (Liberal Democrat Principal Spokesperson on Transport)